

WAGE WAR ON
HIGH PRICES

Organized Labor in Chicago
Takes Up Arms in Behalf
Of Good Cause.

WOODMEN ALSO IN THE FIGHT

At Louisville Resolve to Refrain
From Eating Meat More
Than Once a Day.

New Haven Union Members Afraid
May Make Themselves Amenable
To the Boycott Law.

Chicago, Jan. 22.—Organized labor of Chicago joined actively yesterday in the war on high prices of meat and other commodities. The Chicago Federation of Labor several weeks ago decided to take up cudgels against high prices of meats and the appointment of a committee was authorized for the purpose of investigating. President John Fitzpatrick yesterday announced the personnel of the "high cost of living" committee.

The first federation committee meeting will be held next Wednesday evening to outline the scope of the investigation and to divide the work among various members. At the suggestion of Prof. Hoxie, secretaries of all affiliated unions, will make investigations among the membership touching the cost of living two, five and ten years ago, as compared with the present cost of commodities.

WOODMEN OF THE WORLD
WILL REFRAIN FROM MEAT

Louisville, Ky., Jan. 22.—Meat is getting too high for members of the 22 lodges of the Woodmen of the World in Louisville, and last night a resolution agreeing to refrain from eating meat more than once a day for one month, beginning Feb. 1, was adopted.

DINNERS WITHOUT MEAT
SERVED IN PITTSBURG

Pittsburg, Jan. 22.—A new phase of the meat boycott entered into the scene in this city through the hotel men catering to the meat abstainers. In one of the big downtown hotels last night the manager caused signs to be displayed announcing that beginning today dinners void of meat would be served to those who so desired.

"We have not noticed any appreciable slackening in the demand for meat among our patrons," said the manager, "but I think this is largely because a person is handicapped in ordering a meal that does not include meat. In all hotels and restaurants in Pittsburg a big business is done in regular order meals for which there is a fixed price, and all these include meat or game or fish in some form. Beginning today we intend to serve one special all-vegetable meal in addition to the regular meat orders. It is an experiment and if the trade shows interest the plan would be enlarged upon."

UNION MEMBERS AFRAID
OF THE BOYCOTT LAW

New Haven, Conn., Jan. 22.—While secretaries of various labor unions have received letters asking co-operation in the meat boycott, the secretaries of the unions refuse to state what action is contemplated, on the ground that anything they might say would make them amenable to the provisions of the boycott law. Despite their unwillingness to talk it is understood favorable action will be taken on the letters received.

HUNDREDS OF SHANTY
GOATS BEING SLAUGHTERED

East St. Louis, Ill., Jan. 22.—Aided and abetted by soaring meat prices, the shanty goat has broken into the realm of table delicacies, and is now making his appearance on many tables in the disguise of lamb chops.

GREATLY INCREASED SALE
OF VEGETABLES REPORTED

Reading, Pa., Jan. 22.—Farmers and dealers today reported an increased sale of vegetables in consequence of the meat boycott inaugurated by workmen. The determination to eat less meat is spreading throughout this section of Pennsylvania.

WANTS A LEGISLATIVE
INQUIRY INTO PRICES

Chicago, Jan. 22.—The revolt against the high prices of food took tangible form here today when W. T. Amador, a state senator, announced that he would move for a legislative inquiry into the subject.

At the re-opening of the session Tuesday, said Mr. Amador, he will introduce a resolution providing that a committee be appointed to investigate the cause of high food prices.

PACIFIC EXPRESS
LEAVES THE WEST

The Oldest Inhabitant in This
Particular Line to Retire
April 1.

AMERICAN COMPANY COMES IN

Newcomer Is No Youngster, Having
Flourished for Many Years on
Eastern Lines.

By the latest move on the checker board of big business, what is regarded as the waning hand of Gould and the waxing one of other great railroad interests in the west is shown. On April the Pacific Express company, heretofore controlled largely by Gould, but in which the Pacific railroads retained a powerful interest, will vacate the territory heretofore occupied by them on the Union Pacific, Oregon Short Line and Oregon Railroad & Navigation company, to be succeeded by the American Express company, one of the largest and most powerful organizations in the country.

The consideration by which the old Pacific company is induced to this wholesale abandonment of the vast and lucrative field comprised in the territory covered by these three railroad lines has been secured on the face, but the fact that it is to be so was confirmed this morning by Jesse W. Rogers, superintendent of the Pacific Express company in this city.

EXPRESS IN THE WEST

"I cannot say what changes will be made locally, but I have received no information on that head," the business will be ready to turn over on the date named."

The passing of the Pacific Express company from the Pacific coast to the east is an epoch in the history of express transportation in the west. The advent of the company was practically contemporaneous with the completion of the Union Pacific Central Pacific transcontinental line, which occurred at Promontory point in this state, May 10, 1869.

AN OLD COMPANY.

While the American Express company is new to this section, it is one of the oldest express companies in the United States, and has been organized for more than 50 years. The American company has perhaps the largest mileage of any express company in the world, operating on the Vanderbilt lines in New York, including the New York Central, the Northwestern and most of the lines in New England. James C. Fargo, a descendant of the old family of the same name which established the Wells-Fargo Express company, is president of the American Express company, which has flourishing departments in the eastern, western and southern sections of the country. The company also has agencies in the leading centers of Europe, where it has its representatives for handling the large business passing between the continents. H. S. Fuller is the general manager of the eastern department of the company with headquarters in New York, and L. W. Fargo is general manager of the western department at Chicago, under which jurisdiction the company's operations in this territory are conducted.

LEWIS ORDERED TELLERS
TO READ THE VOTES

Indianapolis, Jan. 22.—The tellers of the balloting for officers of the United Mine Workers of America were ordered by President Thomas L. Lewis, in the organization's convention today, to read the vote by local unions because of the protest against the gavel, which had been cast more votes than their membership authorized.

John H. Walker, president-elect of the Illinois district, declared that he conveyed the order to the tellers and that the administration, despite all precedent, had interpreted the order to confer supreme authority on the tellers. Green's supporter's supported Walker's stand.

President Lewis related that the constitution plainly authorized his ruling and charged Green with maliciously impeding proceedings, and ordered him to his seat.

The anti-temperance faction shouted to Green, "stand on your rights."

Meat Boycott Develops in Salt Lake

"We will not eat meat until it can be bought at reasonable prices."
"We will not eat butter until it can be bought at reasonable prices."
With an object in view of launching a league with the two above quoted declarations as its battle-slogan, a meeting is to be held tonight in Labor hall and it is expected by the promoters that a league will be organized here representing almost every craft and occupation, its members pledged to abstain from meats and butter particularly, and other high priced foodstuffs in general until prices are reduced. That the "boycott" will be continued until the object sought is attained, is the confident expectation of those who have called the meeting, basing their hopes on the law of supply and demand.

"If those responsible for high prices cannot be persuaded to place their products on the market at a reasonable figure, then we are going to quit buying their stuff. We will not be robbed and if they want to keep on killing their steers and making their butter whether they sell it or not, we don't care. We are going to show them that we know robbery when we see it, and that we do not propose to stand for it any longer. Their arguments as to why prices are high have not appealed to us as truthful at all times and to speak to the point, we don't believe what they say. This fact remains, and arguments will not offset it, prices are higher than we will pay and we are going to have them lowered, or go without." This from one of the prime movers in the war on high prices this morning.

Another said: "If you will read the day's papers, you will find a dealer who advertises fresh creamery butter at two pounds for 75 cents. I tried some of this butter this morning and I know it was fresh and good. That looks as if we were winning a point or two already."

That the movement against high prices is widespread and not local only, is attested by the Associated Press dispatches appearing in The News last night. The recent expression of Cardinal Gibbons on the subject seems to have stirred the people of the east to action, and that the battle will be waged from many quarters is readily apparent.

The league feels jubilant over the fact that it has been advised by eminent legal authority that farmers are not required to obtain licenses to sell their own produce in the city, an impression that is said to have been fostered in certain quarters and generally accepted by the majority of farmers.

Members of the league will be supplied tonight with buttons bearing the legend, "We won't eat meat." This was done in eastern cities yesterday and the array of people wearing the label emblem was really startling to behold, from some quarters. In some of the eastern leagues, as many as 80,000 people are associated in single leagues, pledged to abstain from the high priced articles.

"We have buckled on our armor and we are going to fight to a finish," said one of the promoters this morning. From his manner there was little doubt of his earnestness.

The call for tonight's meeting issued by the committee in charge this morning reads:

"Following in line with the citizens of other cities, a meeting will be held in Federation hall, corner Fourth and State street, Saturday evening at 8 p. m. to protest against the high prices of butter and other necessities of life, and to invite the people of Salt Lake to join the 'We Don't Eat Meat League' for a period of at least 30 days. It is proposed to get the housewives to also 'swear off' on butter for the same period. If the people will quit eating butter for 30 days, at the end of that time the butter trust will be glad to get 25 cents a pound for butter."

"Prominent and well known speakers will address the meeting, among them being several ladies who some time ago inaugurated a campaign along this line."

President Feehan of the Pittsburg district out of the hall. Many delegates rose to oppose this action, but Lewis at last restored order.

FEDERAL POLICY FOR
RIVER IMPROVEMENT

Washington, Jan. 22.—Recommendations as to a general federal policy toward the improvement of rivers, harbors and inland waterways, which have been conducted in this and foreign countries for a couple of years, will be made to Congress by the United States national waterways commission in a report to be submitted Monday.

The one important question upon which the committee split it is understood, was as to whether or not there should be federal control over rates on railroads competing with the transportation lines on inland waterways.

Some members of the commission contended that the interstate commerce commission should be given power to fix a minimum rate to be charged by the parallel railroads in cases where the rail rates were reduced or were to be reduced by the water routes. Others opposed such legislation.

Upon the final vote it is understood the large majority of the commission members favored laws to give added power to the interstate commerce commission and the report, it was learned today, will voice the opinion of the majority on this question. Such laws, in the view of the majority, are essential to insure rapid development and broad use of the inland waterways.

BANK CASHIER A SUICIDE.

Southbridge, Mass., Jan. 22.—The body of John A. Hall, treasurer of the closed Southbridge Savings bank and treasurer of this town, was found today in his barn, where he had committed suicide.

MISSOURI PACIFIC TRAIN
ROBBERS STILL AT LARGE

St. Louis, Jan. 22.—With all trails leading to St. Louis, 200 men, divided into six parties, are pursuing the four men, believed to be practical railroad and mail service men, who last night held up and robbed the mail cars of Missouri Pacific train No. 8 near Eureka, Mo.

Postoffice Inspector Dickson stated that the loot might amount to \$10,000. The bloodhounds, which were put on the trail at dawn, started towards St. Louis from the scene of the robbery, 20 miles from here.

Rewards aggregating \$5,000 have been offered by the state of Missouri and United States postal inspection service to those who will take and conviction of the robbers.

The safe in the express car, which the robbers failed to open, contained \$50 in cash and valuables.

BALLINGER-PINCHOT CASE.

Senator Nelson Chairman, Rep. McCall Vice-Chairman of Committee.

Washington, Jan. 22.—Senator Nelson of Minnesota and Representative McCall of Massachusetts today were elected chairman and vice chairman, respectively, of the joint congressional committee charged with the investigation of all of the facts underlying the Ballinger-Pinchot controversy.

Authority was given Mr. Nelson to confer with all the principals thus far involved in the charge as to the scope they desired the inquiry to take and to arrangements to be made for their representation by counsel. All charges from a responsible source should be given careful consideration.

BUILDING COLLAPSES,
TWELVE PERSONS KILLED

Charleroi, Belgium, Jan. 22.—A large building in the course of construction, near the viaduct, the foundations of which had been weakened by the rains, fell today, burying the workmen in the ruins.

Twelve men were killed and a score of others injured.

DALLAS AND McLEOD
ACQUITTED OF CONSPIRACY

Helena, Mont., Jan. 22.—O. C. Dallas and J. D. McLeod were today acquitted by a jury in the federal court on the charge of conspiracy with intent to defraud the government. The accused were employed in the office of the surveyor general and were alleged to have made false returns concerning mining claims.

HORRIBLE WRECK ON
CANADIAN PACIFIC

Three Cars Leave Track, Plunge
Down Steep Embankment Into
Spanish River Near Sudbury.

TWO SCORE PERSONS DEAD.

Cars Went Through Foot of Ice, Passengers Caught in a Trap And Drowned.

North Bay, Ont., Jan. 22.—Estimates of the number of persons killed on a Canadian Pacific passenger train plunged down an embankment into the ice-covered Spanish river yesterday, vary from 20 to 50.

The official list of known dead issued by the railroad company numbers eight and the injured 24.

North Bay, Ont., Jan. 22.—The horror of the wreck of the Canadian Pacific passenger train at Spanish river yesterday afternoon grows as hours pass. At least two scores of lives were snuffed out in a twinkling and others have since died from frightful injuries.

Not one car, as at first reported, but three, took the terrible plunge down the steep embankment into the icy waters of the river.

When the train left Sudbury at noon, it carried about 100 souls. The train was made up as follows:

Engine, mail and baggage car, express, second-class coach, colonist, first-class coach, dining car and Pullman.

SCENE OF ACCIDENT.

Spanish river is 38 miles from Sudbury. The railroad at that point cuts into the side of a hill and crosses the river over an iron bridge. The bridge was approached at a fair rate of speed and the engine, mail, baggage and express cars were on the structure. From reasons not yet ascertained, the trucks of the second-class coach jumped the track. It struck the bridge abutments and was split in two as clean as a hug.

The momentum of the train carried the half of the second-class coach with passengers, the colonist car, first-class car and dining car, over the bridge and down the bank and into the river. The Pullman fell over on its side, near the tracks.

Caught in a trap, every passenger on the second-class coach, colonist car and first-class coach, was drowned and only most heroic efforts saved eight persons from the diner. Estimates by railroad men and survivors place the loss of life at 45, although it must be admitted that it is hardly possible to arrive at anything like an accurate conclusion even after many long hours of the most heroic work.

THE KNOWN DEAD ARE.

Will Lavery, fireman.
John Keasbeck, fireman, North Bay.
Geo. M. Igheny, fireman, North Bay.
Unidentified priest.

Twenty-two injured are in the Sudbury general hospital, several of whom cannot survive. More are being cared for at hotels. The following is a list of those at the hospital, their injuries being of every conceivable nature.

THE INJURED.

H. D. Wilmut, commercial traveler, Montreal.
Mrs. Lindell, Winnipeg.
Harry Lindell, Winnipeg.
Thomas Parish, colored, waiter on diner, St. Paul.

A. Irwin, Manitoba, Mich.
Alfonso Rousel, 6 years old, Soo, Ont.
Mike Nickola, Max N. D.
Al McDonald, Minneapolis.
W. Mansfield, Montreal.
Sam. Holland, St. Paul.

H. Odman, Norway.
Joseph Doboluck, Erin River, Mich.
R. S. Smith, Hamilton, Ont.
Mrs. Geo. B. Dier, Eozeman, Mont.
P. J. O'Brien, Randall, Man.

C. Houe, Soo, Ont. (since died).
N. Johnson, traveler, Bellevue.
J. H. Wade, Sudbury.
D. H. Brodie, police magistrate, Sudbury.

W. J. Bell, lumberman, Sudbury, very serious.

B. J. Pearce, commercial traveler, Toronto.

Mr. and Mrs. Brown, London, Ont.

G. A. Martin, commercial traveler, Waterloo, Ont.

Of the dead who perished in the river, it is impossible to compile any list and it may be weeks before they are all known.

Three cars were where only their ventilators stick out of the water. The train and momentum with which they were hurled down the bank, cut a wide swath in the ice which covered the river to a thickness of 12 inches. Even if any person succeeded in breaking through the ice and never had a chance for their lives. This is true of the second class car, the colonist car and the first class car, from which only two are known to have escaped, while it is said that 40 at least must have perished.

STRUGGLE IN RIVER.

In the dining car occurred great struggle to save lives. The first call for dinner had just been made and Conductor Thomas Reynolds of North Bay was one of the diners. With him was W. J. Bell, a lumberman of Sudbury. David Brodie, police magistrate of the district of Sudbury, and several others. In an instant all were submerged above their heads.

Reynolds, exhorting his passengers to hang on the hat racks, chandeliers and other projects and diving down in the ice chilled waters, broke through the windows and emerged on the outside of the car. By the merest chance the car had listed and allowed him to get up between the ice and the car. Mounting the roof, he reached in and pulled out little Alfonso Rousel, six years old, of the Canadian Soo, and Police Magistrate Brodie of Sudbury, a small man, through the ventilators. The others were too big. No axe was available and with superhuman strength Reynolds, aided by those inside, tore a hole in the roof through which eight prisoners made their escape—all that came alive out of the water, with the exception of Brakeman Morrison, who was on the rear of the first class coach, and an unknown number of the first class passengers.

The first to come out of the roof of the dining car was W. J. Bell of Sudbury. He is resting in his home, but stitches were required to close up his gaping wounds.

Police Magistrate Brodie has three ribs broken, and his face and scalp are terribly cut. He is confined to the general hospital.

Conductor Reynolds was bruised and cut, but after being fixed up, he was able to return to his family in North Bay last night.

The chef and waiters of the diner were trapped in the dining compartment of the car, but all were rescued. They were badly scalded and cut. They are in Sudbury hospital.

SEATTLE SWITCHING CONTRACTS

Seattle, Wash., Jan. 22.—Contracts with the Brotherhood of Railway Trainmen to handle the switching at Seattle terminals will be signed within two weeks, according to officials of the Great Northern, Northern Pacific, Chicago, Milwaukee & Puget Sound and Oregon & Washington Railway companies. The strikers, it is said, will as far as possible, be given their old positions.

RESCRIPT ON SOUTH
MANCHURIAN RAILWAY

Tokio, Jan. 22.—Almost simultaneously with the delivery of Japan's negative reply to the United States proposal for the neutralization of the Manchurian railways, the emperor issued a significant rescript authorizing the South Manchurian railway company to borrow a sum of money equal to double its paid in capital, but not exceeding the total capital.

This means that the South Manchurian road, whose total capital is \$100,000,000, of which \$2,000,000 has been paid in, can borrow \$100,000,000. It is understood that \$20,000,000 will be borrowed immediately and devoted to the rapid development of the Antung-Mukden line, and the improvement of Port Arthur as a great commercial port.

KNOX'S MANCHURIAN NOTE.

Answers of France and England Will Conform to Those of Russia.

Paris, Jan. 22.—After exchanges between the two cabinets both France and Great Britain have decided to conform their answers to Secretary Knox's Manchurian proposition to those of Russia and Japan. The two latter countries have declined the proposal for the neutralization of the Manchurian railways.

UNIONISTS MAKE
ASTONISHING GAINS

London, Jan. 22.—The Unionists place 22 seats to their credit out of the 55 contests of yesterday for members of parliament, the returns from which were received today. The Liberals take 20 seats, the Nationalists three and the Laborites one. The Unionist gains are 19 and the Liberal two. The latter are the only gains the government has made during the past four days.

With yesterday's returns complete the state of the parties is:

Government Coalition—Liberals, 179; Irish Nationalists, 94; Laborites, 32.

Opposition—Unionists, 107.

Total Gains—Unionists, 107; Laborites, 12; Laborites, one.

Out of the 56 seats the results of which are announced today the Liberals in the last parliament held 37 and the Unionists only 15. Accordingly the change of opinion in the English counties in favor of the Tories as shown by the turn over of seats, appears pronounced enough. Turn overs of from 3,000 to 4,000 votes from the Liberals to the Unionists are common.

U. BIGLER ACCIDENTALLY
SHOOTS HIMSELF

(Special to The News.)
Rexburg, Ida., Jan. 22.—Ursel Bigler accidentally shot himself through the chest last night at midnight. He was fooling with a loaded pistol and discharged it into his chest, just below his heart. The bullet came out under his left arm. The accident occurred at Teton City drug store, nine miles from here, where Mr. Bigler is manager.

He was promptly brought to Rexburg to the hospital. The bullet apparently passed through the edge of his lung. He is resting easily and if no complications arise he will recover. The victim is a Rexburg boy and is the son of B. J. Bibler of this city. He is 24 years of age.

TREMOR RECORDED
BY SEISMOGRAPH

Utah in the Line of Disturbance
At an Early Hour This
Morning.

TWO OTHERS REPORTED.

One at Washington and Another in
Iceland—All Three Occurred at
About the Same Time.

A well defined tremor was recorded by the seismograph at the University of Utah at 2:05 this morning. The record indicates that the disturbance originated in the basin, the movement being from the west. Dr. Fred J. Pack of the university this morning stated that the difference in time between the disturbances reported by the Associated Press and the local disturbance would indicate plainly that there were two or three distinct tremors and that the local shock was not the "tail end" of the others.

The disturbance here was greatly dissipated, says Dr. Pack, and probably would not have been felt, even if watched for. He did say, however, that there was a possibility of the shocks elsewhere having been an indirect cause of the disturbance here.

In this issue of The News, an article on earthquakes, illustrated with a map of Utah, appears on page 5, and will be read with interest in connection with today's record at the university.

Washington, Jan. 22.—An earthquake of considerable intensity was recorded at the weather bureau city this morning. The first preliminary tremors began at 3:56:25, and the duration of the disturbance was something over an hour.

The origin of the earthquake is estimated by the bureau to have been at a distance of 3,200 miles from Washington, probably in the vicinity of Alaska.

Seydisfjord, Iceland, Jan. 22.—Three severe earthquake shocks were felt here at 7:45 o'clock this morning. The oscillations lasted for one minute, but so far as reported no damage was done.

Saint Maur, France, Jan. 22.—The seismographs at the observatory here today indicated an earthquake of great intensity 3,000 miles to the eastward, probably in the Caucasus or Armenia. The shocks were felt for one minute and a half and were among the heaviest ever registered at the observatory.

WOE AND WRECK WHEN
HORSE IS HIT BY CAR

Accident on Third South Responsible
For Some Spectacular Effects and
Injured Motorman.

There was an accident at Third South and Second West streets at 5:53 this morning that was picturesque and not without suggestions of danger. As car 326, Motorman E. J. Herridge, was bowling along westward, a wild horse suddenly darted out of the darkness in front of the car. Herridge threw on the air with a rapidity that fetched him up against the vestibule as though glued there, and sent three passengers in a header movement over the tops of the seats.

The car could not be stopped in time to avoid striking the horse, as he had started in to run a race with the car on the same track. The fender struck the animal in "the west end going east" and rolled him over. The car continued its trip, but is now in the hospital having its vestibule put in shape. The damage done to the passengers was of a purely intellectual nature.

SUIT TO ENJOIN CHICAGO
STREET RAILWAY MERGE.

Chicago, Jan. 22.—Charles H. Vennor of New York, brought suit in the circuit court today to enjoin the proposed merger of several South Side street railways under the title of The Chicago City & Connecting Railways. J. P. Morgan and other New York and Chicago capitalists are made defendants.

Vennor brought the suit as a stockholder of the Chicago City Railway company.

WORKINGMAN'S HOME
GOES UP IN SMOKE

Blaze This Morning Emphasizes the
Need of Manning the West
Side Fire Station.

The need of better fire protection on the west side was made apparent in a startling manner at 7:25 this morning when a house valued at \$1,000, with contents worth \$300 went up in smoke, on Fifth South and Eleventh West streets.

The house was occupied by a man who lived alone and none of the neighbors could inform the fire department officials what his name is. They said he is a laborer and leaves the place early every morning.

The fire was caused by an overheated stove. The owner had left a big fire in the kitchen and live coals had dropped onto the floor and perhaps there was a defective flue. An alarm was turned in and the apparatus from No. 2, with Assistant Chief Fitzgerald in command, responded. The run was such a long one and the roads in such bad shape, it was impossible to get there in time to check the flames. The loss was total.

The new station house on Post street and Eighth West, has been completed and is ready for the apparatus which is to be installed as soon as possible, and then the west side will be better protected against fire.

GREEK DIES IN HOSPITAL

Section Hand on Rio Grande Is
Under Wheels of Train.

Mike Rokas, a section hand employed near Mounds by the Denver & Grand Railroad company, died at St. Mark's hospital at 5 o'clock this morning from injuries received Friday afternoon.

Rokas was run over by a freight train near Mounds. His right leg was cut off just above the knee and he sustained internal injuries. The unfortunate man was hurried to this city Friday evening and taken to St. Mark's hospital, where everything possible was done for him, but the injuries proved fatal.

Rokas tried to step in front of freight train No. 123 but slipped and fell under the wheels. The body was sent to the undertaking establishment of S. D. Evans.

SEINE PLAYING
HAVOC IN PARIS

Part of Boulevard St. Germain
Has Caved in and Eiffel
Tower in Danger.

CELLARS ARE FULL OF WATER

Rats Leaving the Sewers, Showing En
tire Labyrinth Beneath City
Invaded by Flood.

Paris, Jan. 22.—The flood of the Seine threatens to assume the proportions of a catastrophe. The water at 2 o'clock this afternoon had risen a foot since morning. The foundations of many buildings and notably the Eiffel tower, have been infiltrated and the structures are in danger of collapse.

Railroad, telegraph and telephone communication is interrupted throughout eastern France today. Many bridges have been swept away and canal traffic has been abandoned.

The streets in scores of cities and villages are under water. Lille, Châlons, and Troyes suffered most.

The waters of the Rhone and Marne, with their tributaries, were reported at a standstill today.

The situation in Paris, however, promises to be worse as the Seine continues to rise rapidly. It is expected that the river will reach its maximum tomorrow. There is 61 feet of water in the new subway between Place de la Concorde and Passage de la Trinite. A portion of the boulevard of St. Germain above the subway has caved in. Hundreds of factories have been inundated.

Paris, Jan. 22.—Half of the surface and subway transportation lines have been rendered inoperative. The Seine is debris-laden and its yellow torrents are almost flush with its banks. Cellars along the quays are full of water and there will be heavy loss in wines and other wares.

Railroad telegraphic communication is interrupted in the eastern provinces where the streets of many cities and villages are flooded. The Rhone and the Marne are reported as apparently having reached their maximum flood.